

## Motor Vehicle Crashes in Work Zones

| <b>Table 45</b><br><b>Crashes in Work Zones: 2003-2007</b> |             |             |             |             |             |                             |                                  |
|--|-------------|-------------|-------------|-------------|-------------|-----------------------------|----------------------------------|
|  | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>Change<br/>2006-2007</b> | <b>Avg. Change<br/>2003-2006</b> |
| Work Zone Crashes  | 357         | 265         | 197         | 198         | 297         | 50.0%                       | -17.0%                           |
| Fatalities   | 2           | 8           | 0           | 2           | 2           | 0.0%                        | 100.0%                           |
| Serious Injuries   | 21          | 23          | 14          | 21          | 20          | -4.8%                       | 6.8%                             |
| Visible Injuries   | 54          | 42          | 27          | 32          | 46          | 43.8%                       | -13.1%                           |
| Possible Injuries  | 132         | 85          | 71          | 71          | 68          | -4.2%                       | -17.4%                           |
| % All Crashes  | 1.3%        | 0.9%        | 0.8%        | 0.8%        | 1.1%        | 37.4%                       | -14.2%                           |
| Workers Injured  | 0           | 1           | 0           | 2           | 3           | 50.0%                       | 33.3%                            |

There was one worker injured while moving cones in 2004. In 2006, a worker was struck on US 30 in Bannock County while placing sticky tabs along the center line and a flagger was struck while attempting to stop traffic at Ramsey Road and Prairie Ave in Kootenai County. There were 3 workers visibly injured in 2007; a flagger was struck in Bonner County, a flagger was struck in Canyon County, and a flagger was struck in Elmore County. Workers on the roadway are especially vulnerable since their attention is focused on the task at hand rather than on the traffic passing by.

Single-vehicle crashes comprised 23% of the crashes in work zones in 2007. While overturn was the predominant most harmful event in single-vehicle crashes in work zones, rear end was the predominant most harmful event for multiple-vehicle crashes in work zones.

Table 46 shows work zone crashes by road type.

| <b>Table 46</b><br><b>Work Zone Crashes by Roadway Type: 2007</b> |                          |             |                           |              |                                    |              |                        |       |
|---|--------------------------|-------------|---------------------------|--------------|------------------------------------|--------------|------------------------|-------|
|   | <b>Fatal<br/>Crashes</b> |             | <b>Injury<br/>Crashes</b> |              | <b>Property Damage<br/>Crashes</b> |              | <b>All<br/>Crashes</b> |       |
| Interstate  |                          |             |                           |              |                                    |              |                        |       |
| Rural   | 1                        | 0.0%        | 5                         | 5.5%         | 10                                 | 4.9%         | 16                     | 5.4%  |
| Urban   | 0                        | 0.0%        | 20                        | 22.0%        | 84                                 | 41.2%        | 104                    | 35.0% |
| U.S. or State Highway   |                          |             |                           |              |                                    |              |                        |       |
| Rural   | 0                        | 0.0%        | 12                        | 13.2%        | 21                                 | 10.3%        | 33                     | 11.1% |
| Urban   | 0                        | 0.0%        | 10                        | 11.0%        | 19                                 | 9.3%         | 29                     | 9.8%  |
| Local   |                          |             |                           |              |                                    |              |                        |       |
| Rural   | 0                        | 0.0%        | 2                         | 2.2%         | 8                                  | 3.9%         | 10                     | 3.4%  |
| Urban   | 1                        | 0.0%        | 42                        | 46.2%        | 62                                 | 30.4%        | 105                    | 35.4% |
| <b>Total</b>  | <b>2</b>                 | <b>0.7%</b> | <b>91</b>                 | <b>30.6%</b> | <b>204</b>                         | <b>68.7%</b> | <b>297</b>             |       |

Table 47 shows the severity of crashes by transportation district. Transportation district boundaries can be found in Appendix A.

| <b>Table 47</b><br><b>Crashes in Work Zones by Transportation District: 2007</b> |                          |                           |                                    |                          |
|--|--------------------------|---------------------------|------------------------------------|--------------------------|
|  | <b>Fatal<br/>Crashes</b> | <b>Injury<br/>Crashes</b> | <b>Property Damage<br/>Crashes</b> | <b>Total<br/>Crashes</b> |
| District 1   | 0                        | 12                        | 20                                 | 32                       |
| District 2   | 0                        | 3                         | 4                                  | 7                        |
| District 3   | 1                        | 64                        | 147                                | 212                      |
| District 4   | 1                        | 1                         | 5                                  | 7                        |
| District 5   | 0                        | 6                         | 18                                 | 24                       |
| District 6   | 0                        | 5                         | 10                                 | 15                       |
| <b>Statewide</b>   | <b>2</b>                 | <b>91</b>                 | <b>204</b>                         | <b>297</b>               |

In 2007, the economic cost of crashes in work zones was \$26 million dollars. This represents less than 1% of the total cost of Idaho crashes (as shown in Table 4).